



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VI

ALLIED BANK TOWER AT FOUNTAIN PLACE

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DALLAS, TEXAS 75202

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Superfund Program Update

North & South Cavalcade
Houston, Texas

April 1987

INTRODUCTION

The purpose of this fact sheet is to provide a status report on the current and future activities at the North and South Cavalcade Superfund sites. This update is the second in a series.

North Cavalcade

The North Cavalcade Street site covers about 21 acres in northeast Houston, about one mile west of the intersection of Interstate Loop 610 North and U.S. Route 59. The site is bounded on the south by Cavalcade Street, on the west by the Houston Belt and Terminal Railroad Passenger Main and Maury Street, and on the east by the Missouri and Pacific Railroad.

Houston Creosoting Inc. (HCI) began wood treating operations on the site after World War II. The operation covered about nine acres, and included a triangular pit 150 by 150 feet, a treatment plant, storage tanks, pressure cylinders, a blow-down area, and other support facilities. In about 1955, HCI operations expanded to include pentachlorophenol (PCP) preservative services. Bank foreclosure apparently ended the operation in 1961. Subsequently, one-sixth of the site has been developed and contains two large warehouses.

South Cavalcade

The South Cavalcade Street site covers about 69 acres and is bounded on the north by Cavalcade Street, to the south by Collingsworth Street, on the west by the Houston Belt and Terminal Railroad Passenger Main and Maury Street, and on the east border by the Missouri and Pacific Railroad.

The National Lumber and Creosoting Company (NLCC) operated a wood treatment facility on the site from 1911 to 1939. In 1940, Koppers Company, Inc. acquired the property from NLCC and operated a wood treating facility and coal tar distillation facility on the site from 1940 to 1961.

Koppers moved their wood treating operation and sold the site to the Merchants Fast Motor Lines in 1962. The site is presently owned by Merchants Inc., Rex King, and the Baptist Foundation of Texas. The north and south ends of the site have been developed by three trucking firms.

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SUPERFUND ACTIVITIES

In the early 1980s, the Houston Metropolitan Transit Authority (MTA) became interested in both properties for possible use as a light rail maintenance yard. A contaminant survey conducted on the site by MTA documented surface and groundwater contamination with wood treating compounds. The bond issue that would have financed the Houston mass transit system was defeated.

Early in 1983, the Texas Department of Water Resources was notified of probable contamination at the site and further investigations were performed. In October 1984, the North and South Cavalcade sites were placed on the National Priorities List of hazardous waste sites.

Koppers Company, Inc., agreed to conduct the site investigation at the South Cavalcade site with EPA oversight under the terms of a legal agreement. EPA is conducting all activities at the North Cavalcade site.

At a public meeting in September 1985, EPA presented a plan for conducting the investigation of the contamination. Also, EPA explained the schedule of events and anticipated that the Remedial Investigation and Feasibility Study (RI/FS) would be completed in the spring of 1987. However, information gained during the investigation has indicated a larger problem than anticipated.

Specifically at North Cavalcade, the contaminants have moved offsite via groundwater flowing beneath the surface of the site. The extent of this offsite contamination has been explored. The additional time necessary to fully characterize the offsite contamination has resulted in an extension of the projected schedule for the completion of the RI/FS. EPA expects to have the North Cavalcade draft Feasibility Study report for public review late this year.

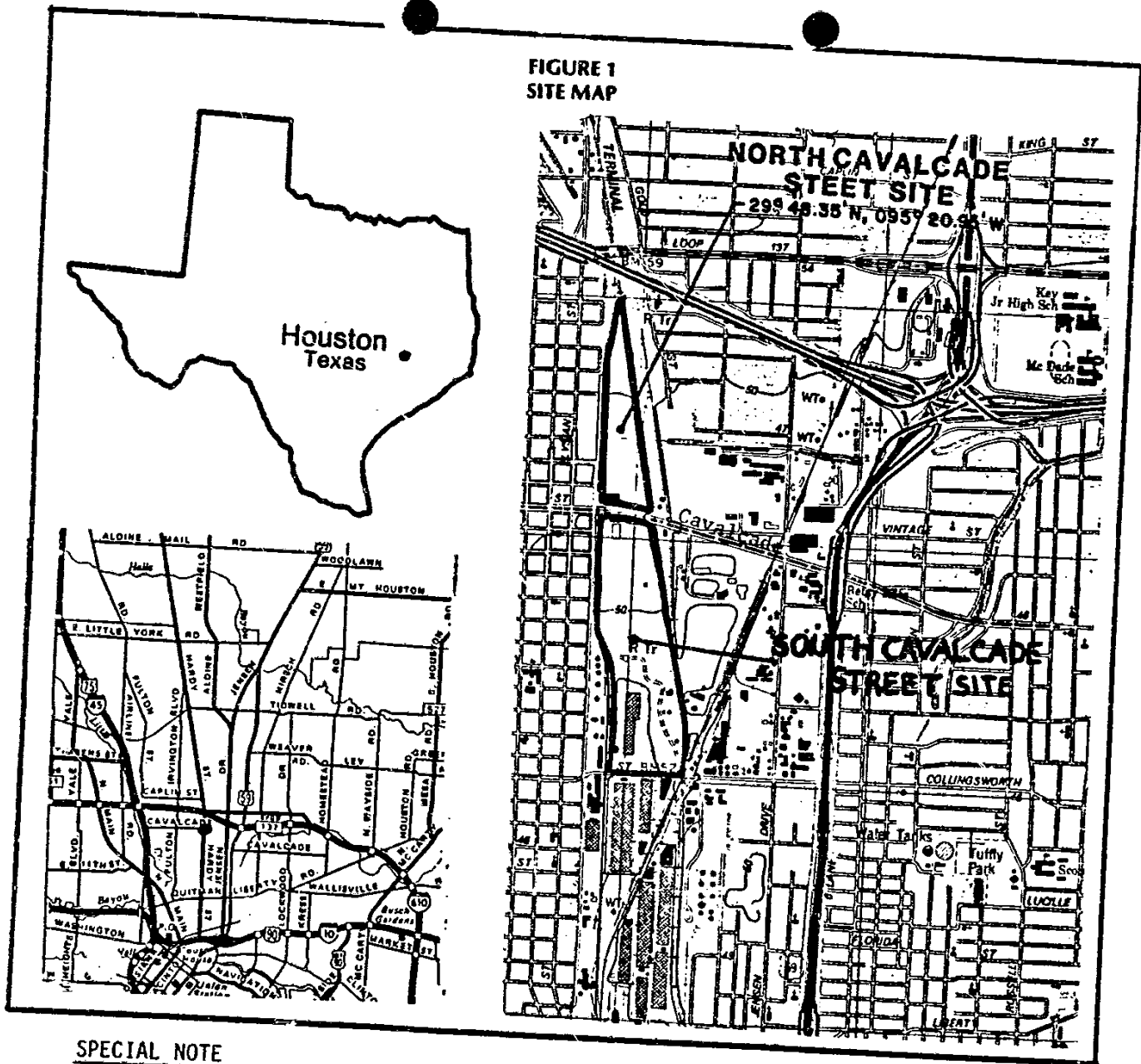
At South Cavalcade, additional work has also been undertaken to investigate contamination offsite. Difficulties have been encountered in exploring the vertical extent of contamination below the surface of the site. This has resulted in an extension to the projected RI/FS schedule. EPA projects having the South Cavalcade draft Feasibility Study available for the public in the spring of 1988.

EFFECTS OF SARA

In October 1986, the President signed the Superfund Amendments and Reauthorization Act (SARA). The new amendments do not change the remedial investigation. However, SARA indicates a preference for permanent remedies which significantly decrease the volume, mobility, and toxicity of the waste. Also, the remedy must comply with all applicable, relevant and appropriate standards of other Federal and State environmental laws.

004228

FIGURE 1
SITE MAP



SPECIAL NOTE

EPA offices have relocated. The new address and telephone numbers for future information are:

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Please call or write to EPA if you know of someone who should be added to our mailing list.

004229